

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7061

號六初月七年元統宣

SATURDAY, AUGUST 21, 1909.

六拜禮

號一十月八年九百一十

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$15,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
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O. R. Lehmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,200,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$1,250,000
ABOUT MEX \$1,250,000
RESERVE FUND.....GOLD \$1,250,000
ABOUT MEX \$1,250,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 3 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000).
RESERVE FUND Fl. 6,125,745 (about L510,479).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED:
On Current Accounts 2 1/2 per cent. on daily balance.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yes 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.
Branches and Agents:
TOKIO, OHIOFOO, TIENSIN, K. JBE, PEKIN, NAGASAKI, NEWOHAWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, AN FRANSISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.
On fixed deposit—
For 12 months 4 1/2 per cent. per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.
TAKAO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Taianfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Weyhauer & Co., Mandelsteyn & Co., M. A. von Rothschild & Soehne, Frankfurt Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYSHIELD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [23]

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen, underware a speciality.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.
Hongkong, 13th August, 1909. [19]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.
In Bags of 50 lbs. net \$3.45 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Syria	About 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Capt. E. P. Martin, R.N.R.	About 27th Aug.	Freight and Passage.
SHANGHAI	Assaye	About 2nd Sept.	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s Office, Hongkong, 20th August, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home. Without doubt this is the Finest Blend of TEA at the Price, to be had in China.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [30]

"AQUARIUS."

A PURE, DISTILLED TABLE WATER

IN Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [16]

HOTEL CRAIGIEBURN.

PLUMEN'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1909. [17]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,365 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 22nd AUGUST.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao 4 P.M.
Fares: Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [96]
Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL,

8 & 10, ICE HOUSE ROAD,

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

REN OWNED

For Luxury, Comfort, Quiet, Freshness and Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909. [25]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 170.

Telegram "ASTOR."

[24]

Mails.

NORDDEUTSCHER LLOYD.

BRITISH.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIBRS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "GOEBEN" Capt. U. Wilhelm WEDNESDAY, 25th Aug., Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "DERFFLINGER" Capt. E. Zacharise About THURSDAY, 26th August.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE "PRINZ WALDEMAR" Capt. F. Iscke About FRIDAY, 10th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA ... POLYNESIE Broc 30th Aug., P.M.

MARSEILLES, via PORTS TORIN Charbonnel 1st Aug., at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA, OCEANIE Sellier 13th Sept., P.M.

MARSEILLES, via PORTS AUSTRALIE Riquier 14th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £31.10. 10 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 4.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GLOUCESTER, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, Fleet Street 164, Nathan Road.

Hongkong, 6th March 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance ... 30 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [463]

TO LET.

IN No. 1, DES VUEX ROAD CENTRAL, Offices and Godown.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 6th August, 1909. [58]

TO LET.

NOS. 53, 54, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 108, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th June 1909. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.

Hongkong, 24th February, 1909. [188]

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909. [14]

THE NEW AMERICAN MINISTER.

MR. C. R. CRANE'S APPOINTMENT.

The Chicago Daily News of July 16 publishes the following messages from Washington:—

Charles R. Crane, of the Crane Company of Chicago, has been offered the post of minister to China by President Taft and has accepted the offer. The administration is now engaged in approaching the Chinese Government as to the acceptability of the appointment. Mr. Crane has been in Washington most of the week and it was at a recent social function attended by well-known friends of the President that the appointment was tendered and accepted.

The post of Minister to China has given President Taft more trouble than any patronage he has had to dispose of since he took office. He has regarded the position as one of the most important to be filled by his administration and has sought to find a high-class business man to fill the place, believing that the influence of the United States in China, already great, could be augmented not only along diplomatic but commercial lines as well. Several well-known public men have been approached by the President during the last few months with a view to ascertaining whether or not the Chinese post would be accepted if offered.

After several declinations the Chinese Government became apprised of the situation and there was danger for a time of grave diplomatic difficulties owing to the fact that Chinese pride showed signs of becoming wounded. The President, however, impressed it upon the Chinese representatives here that it was his desire to secure the highest type of American to fill the place, and that made it difficult to secure the right man. Many of those to whom he offered the position were compelled to decline for purely business reasons.

At noon to-day the President gave out a statement from the White House announcing the acceptance of the appointment by Mr. Crane and referring to him as one of the "leading business men" of the country. Stress is also laid upon his knowledge of the Russian language, which, owing to the interest of Russia in Manchurian affairs, will be valuable to him.

Mr. Crane is first vice-president of the Crane Company. President Taft regards him as one of the ablest business men in the country and declared to-day that he was delighted to be able to secure such a man for the Chinese mission, which he regards as one of the most important in the diplomatic service.

Mr. Crane has had large experience in foreign affairs, has been seventeen times to Russia, and speaks the language fluently. His uncle, Prof. Williams, was professor of Chinese at Yale and wrote a book on China.

In view of the active policy of the state department in endeavouring to secure commercial opportunities in China, the President has endeavoured to secure exactly the right type of representative for that mission and expressed himself to-day as feeling sure that Mr. Crane would be able materially to further the interests of the United States in this wide field for development.

CHICAGO OPINIONS.

Details from Washington, D.C., that this President had decided to appoint Mr. Crane Minister to China prompted statements of appreciation in Chicago. Attorney Walter L. Fisher, who is in touch with the situation, had this to say:

"If Mr. Crane has consented to be United States Minister to China, President Taft and the entire country are to be congratulated most heartily. From a telegram I have received from him I conclude that he has finally agreed to serve. I understand that great pressure has been brought to bear on him since William Kent suggested his name to the President some weeks ago. Mr. Crane's qualifications for this post are extraordinary. Ever since his early manhood he has been intensely interested in Asia, its people and its institutions, and he has a familiarity with them which is rare indeed for an American. His interest in Russia has long been known, but few even of his friends have appreciated fully that his interest was far more in the oriental phases of Russian affairs than in the European phases.

"More than a quarter of a century ago Mr. Crane was one of the few Americans or Europeans who had penetrated into Central Asia and the interest then aroused has increased with his years. He is not only familiar with the social and political conditions of the Far East, but has a practical knowledge of the commercial conditions. These facts, coupled with his high personal character and his sincere devotion to the public welfare, make him an ideal man for what is not only probably the most important diplomatic position to be filled by President Taft but is also probably the most difficult to fill properly.

"Only those who have some knowledge of the personal and business sacrifices which Mr. Crane is prepared to make at the urgent solicitation of the president can appreciate what this acceptance will involve. Once more Chicago has reason to be proud of the public spirit of her successful men of affairs."

A NATIVE OF CHICAGO.

Charles Richard Crane was born in Chicago on August 7, 1857. He is the son of R. T. Crane and Mary Prentiss Crane. His education was received in the public schools of Chicago, and when his school days were over he entered the employ of the Crane company. In 1881 Mr. Crane married Miss Cornelia W. Smith, in Paterson, N. J. He served in various capacities with the Crane company, learning the business step by step, until in 1894 he became first vice-president of the company, ruled by his father.

Mr. Crane served as president of the Municipal Voters' League for a time and is at present one of the directors of the National Bank of the Republic. He is a member of the American Economic Association and belongs to the Chicago Literary, Chicago, Calumet, University, Chicago Athletic and Iroquois clubs. He is independent in politics. His home is at 2550 Michigan Avenue.

Mr. Crane has travelled much. In February, 1904, he gave \$10,000 to the "young empress" fund for Russian soldiers and sailors, through Count Rostoffoff, chancellor of the empire, and was the recipient of the grateful thanks from the Empress.

GOVERNMENT OUTWITTED BY A CHINESE WOMAN.

San Francisco, July 14.

The United States must admit defeat at the hands of a wily Chinese woman or be placed in the unenviable position of separating a man and his wife. The only hope of avoiding either of these results is ability to establish to the United States District Court that Ye Yum committed a fraudulent marriage with Wong Heung of Oakland for the sole purpose of invalidating an order of deportation against the woman, issued on the authority of the immigration department at Washington.

The case is the first of its kind and involves the question of whether there is a difference in the status of an alien admitted to the United States for the purpose of marrying a person legally therein and the woman who secures a residence here by stealth and, to avoid deportation, marries after the Government has directed that she be sent back home.

In this respect the case will establish a precedent and is being watched by Chinese in all parts of the United States, as well as by Government authorities.

Ye Yum was brought to the United States as a slave girl within the last three years. Her entry was secured by fraudulent representations, which were not discovered by the Government until she had been here for some time. She was then arrested.

Being comely, according to the Chinese standard, her owners fought hard to secure her release, but the Treasury Department ruled that she must be deported.

During the time of her incarceration she was almost daily visited at the Alameda County Jail by members of the Chinese ring believed to be engaged in importing their countrywomen for immoral purposes. Little attention was paid to these visits by the jail officials, and they did not know that Wong Heung was one of her daily callers, until it was announced that she had married Wong, while an inmate of the jail.

Wong is entitled to remain in this country. The law reads that the wife of an alien, entitled to remain in the United States, is guaranteed to abide with her husband.

Immediately on the announcement of the wedding the Government directed that the woman be sent back to her native land. But before this could be done an attorney, employed by her husband, supposedly, but, according to the Government, by persons interested in keeping her here, applied for a writ of habeas corpus in the United States District Court for her release on the ground that her marriage entitled her to remain with her husband.

To this Assistant United States Attorney Ben McKibbin demurred on the ground that the marriage was for the purpose of nullifying the order of deportation, and therefore was fraudulent.

Immigration officials declare that if Mrs. Wong is successful, another way will be opened for the ring engaged in Chinese slave trade, for it will be an easy matter to find a Chinese willing to go through the form of a marriage ceremony.

Intimations.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND

TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET,

HONGKONG

Hongkong, 2nd September, 1907. [15]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.
(Sole Agents, and December, 1908)

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office.

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR

ILLUSTRATIONS

OUR

TIME

OUR

EXPERTS

OUR

ADVICE

AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 21st August, 1900.

Public Companies.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1900, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 27th July, 1900. [559]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1900, of TWO DOLLARS per share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co. Ltd.,
General Managers.
Hongkong, 13th August, 1900. [590]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900. [40]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLES
OF
CLOTHING, FANCY GOODS
and TOYS

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1900. [516]

O. G. MOOSA

8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHING.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 16th September, 1900. [57]

THE "ERROL" WRECK.

SCENE OF THE DISASTER.

Further particulars regarding the wreck of the Norwegian barque *Errol* on Middleton Reef show that the spot where the vessel came to grief is a danger well known to mariners, and at low water the coral edges are visible. The sea breaks heavily, and the current sets very strongly in the vicinity. Captain Joseph Hawkins, one of the best known island navigators, who is now at Sydney, told an *Evening News* reporter that he was wrecked on Elizabeth Reef, the next-door neighbour of Middleton Reef in the year 1870, when the *Colonist* was lost. He describes Middleton Reef as being of horseshoe shape, with the apex to the north-west. The lagoon inside provides an anchorage for small vessels. He was surprised to read the statement that some of the survivors were working on the beach, for to his knowledge there is no beach, not even a sand bank, and while the place teems with fish, the only shellfishing existing are clams.

Questioned as to whether a provision, boat should be moored there, the captain replied:—"Not unless the Government exercise supervision. The boat would have to be inspected periodically, to see that the mooring chains did not rust, and cause the craft to break adrift. If she did, and was blown on to the coral she could not last very long."

He said that the New Zealand Government had a proper system in vogue; and maintained depots on all the outlying islands, even so far as the Auckland Isles and Macquarie Island.

NAMES OF THE DROWNED.

The names of those lost in the *Errol* disaster were given as follows:—

Captain E. Andreason, master, 34 years of age, belonging to Mandal—the ship's port of registry in Norway.

Dina Andreason, wife of the captain, and a few years his senior. She also came from Mandal.

Elsie Andreason, 8 years of age, eldest daughter of Captain and Mrs. Andreason.

Elevine Andreason, 6 years of age, second eldest daughter of the captain.

Sigurd Andreason, aged 4 years, the only son of Captain and Mrs. Andreason.

Astrid Andreason, a baby girl, 13 months old.

Otto Olsen, mate of the *Errol*, 43 years of age, and a native of Tonsberg, Norway.

Edvard Ulrikse, the second mate, 27 years of age, belonging to Christiania, Norway, and a relative of the owner of the *Errol*.

Ole Edvardsen, sailmaker, belonging to Tonsberg, Norway.

Omund Andreason, ordinary seaman, 19 years of age, belonging to Lillesand, Norway.

Severin Olsen the deck boy, 17 years of age, a native of Lillesand, Norway.

James William A.B., 40 years of age, a native of Nova Scotia.

A Frenchman, whose name is unknown, but who was called "John" by his shipmates, about 42 years of age, A.B.

An American A.B., who went by the name of "Detman," about 22 years of age.

A German sailor called "German" by his comrades, but whose name is unknown, an A.B., about 13 years of age.

A Scotch sailor, known on board as "Scottie," an A.B., about 52 years of age.

Another ordinary seaman, whose name is not known.

THE SAVED.

The full names of the survivors who have arrived at Sydney are:—

Anders Johansen, carpenter, about 58 years of age, and a native of Norway. He joined the vessel in 1907.

Eilert Jensen, steward, about 28 years of age, and a native of Norway. He signed on about two years ago.

Bjorne Ofedal, cabin boy, 18 years of age, a native of Norway. He joined the ship in January, 1908, at South Shields.

Patrick Palmer, an A.B., 51 years of age, belonging to South Shields, who joined the vessel in April last on the West Coast of South America.

John Lawrence, native of Sydney, N.S.W., about 28 years of age, who joined the *Errol* just before she sailed from the West Coast of South America in April last.

BACK FROM THE JAWS OF DEATH.

Snatched from the cold embraces of death, the five survivors of the wreck of the Norwegian barque *Errol* spent their first restful night since their rescue in the Scandinavian Home, at Miller's Point, Sydney. There, amidst the comforts of civilisation, tended by low-voiced, gentle-hearted, motherly women, the poor seamen began to make good recoveries from the horrors of the past four weeks. Their sufferings have been so intense, and so protracted, that no kindness can be too great to atone in a measure for experiences that few men might live through.

On Wednesday all five of the men had to be carried to the home, and only Patrick Palmer, a strongly-built A.B., was able to walk about a little. After a sleep in a comfortable bed, attention to his hair and skin troubles, and carefully-graduated feeding, Palmer was able to go for a walk abroad this morning, and he will be very soon physically fit again.

Anders Johansen, the elderly carpenter, and Bjorne Ofedal, the ship's boy—a youth of 19 or 20 years—had also benefited considerably by the rest, medical care, and comfort they had received. Eilert Jensen, the steward, who is shockingly emaciated, is still weak. The boils and swellings on the joints of his fleshless limbs are giving him much pain, and he has to "pick up" a great deal more than his companions.

John Lawrence, the Sydneyite, who played such a gallant part in connection with the preservation for a long period of Captain Andreason's widow and four children, is in the worst state of all the survivors. He is 28 years of age, and only a splendid constitution could have enabled him to pass through the fearful ordeal to which he was subjected. A wound

on the back of the head, behind the ear,

is giving the chief trouble. He received the injury while diving into the hold of the wreck to procure food for Mrs. Andreason and the little ones—children whom the sailor loved as if they were his own. The waste of flesh and impoverishment of blood, caused by starvation and exposure together with the effects of drinking salt water, resulted in a nasty abscess forming over the open wound, and this occasioned Lawrence much agony. Still, the joy of getting home to his native city, and respite from the movement of the sea, enabled the brave fellow to pass a fair night, and awaken much more vigorous this morning.

"None of them is in serious danger," remarked Dr. Marano, who was attending to the five men when an *Evening News* reporter called at the home. "The boils and swellings will soon disappear as they begin to make new blood and put on flesh again. Yes, they have had a time, and it is evident that all of them must have drunk salt water. The shock of the experience, and the exposure to the winter weather, have also contributed to their emaciation, and exhaustion. Lawrence is worst off, but his condition is not serious. We wanted to send him to the hospital for treatment, but his mother declines that he shall be taken to his home in Paddington, and I will attend to him there."

In another room Lawrence was sitting up in bed, with bandages around his head, and one foot. Beside him was his mother and two sisters, who had heard late last night of the tragic events in which their relative participated. A brother was informed by a friend of Jack Lawrence what had happened and he at once went to the home. This morning Mrs. Lawrence was in attendance early, and the meeting between mother and son was affecting in the extreme.

"Thank God, I have him ashore and that he is not hundreds of miles away," said Mrs. Lawrence, gazing lovingly on the shattered wreck of her son, through a mist of tears. "No, I cannot let him go to a hospital, or anywhere else. I will nurse him myself till he is well again."

Lawrence was in pain; his head was troubling him he said, and he was disinclined to talk. "When I am better," he said, thickly, "I will remember things clearly, and tell in detail what happened on the wreck."

The poor fellow's eyes were those of a man who had looked on death in its most revolting form. It was a look noticeable also in the eyes of the others when their thoughts reverted to the sights and scenes at Middleton Reef. Only the boy Ofedal, with the quick recovery of spirits which is the prerogative of youth, could raise a laugh, even as he nursed a wounded foot—cut on the rocks—a swollen arm, and a cracked mouth.

"No, it is no fun living on shellfish and water," exclaimed Ofedal. "And it was cold—ah yes, so cold. We were wet most of the time, and the wind it blew hard and cold through and through us."

The visitor, looking at the wasted frames of the survivors, shuddered at the thought of their torments of hunger, thirst, and cold, to say nothing of the despair that must at times have almost overwhelmed them.

Later in the forenoon, Mrs. Lawrence conveyed her son to her home in Osmond-street, Paddington.

Intimations

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that I, R. MORLEY, of 18, Wood Street, London, E.C., England; Warehouseman, has on the 21st day of May, 1900, applied for the registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a Winged Wheel, in the name of I. & R. MORLEY, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following goods:—Articles of Clothing, in Class 38.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 18th day of June, 1900.

I. & R. MORLEY,

HOWARD MORLEY,

Partner in the firm.

PAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS.

4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 7.15 p.m., 11.30 p.m. and 12.15 p.m.

SPECIAL CARS in Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1900. [44]

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hun-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

CHINESE INTERPRETER required—at the Magistrate's Court, Sandakan, British North Borneo. Qualifications are a knowledge of the Chinese, Tagalog, Ilokano, and Cebuano dialects; knowledge of the reading and writing of the Chinese Characters is desirable. English essential.

Salary—\$50 per month Singapore Currency, with an allowance of \$10 per month in lieu of quarters.

Applications to:

GIBB, LIVINGSTON & Co.,

Agents,

BRITISH NORTH BORNEO GOVT.

Hongkong, 10th August, 1900. [58]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th August, 1900. [600]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS,"

FROM LEITH, ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 10th August, 1900. [601]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 5 P.M., the first inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 20th August, 1900. [602]

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages. Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,
HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Only business communications should be addressed to the Manager. The Editor will not undertake to be responsible for rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN-ADVANCE)
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The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 21, 1909.

THE DELINQUENCIES OF CHAIR BEARERS.

When a well known local resident goes to the trouble of bringing a couple of recalcitrant chair coolies before the Police Court on a charge of refusing hire it may be assumed that he has previously suffered from this form of contumacy. At some time or another nearly everybody in Hongkong has been made the victim of chair coolies and ricksha pullers who have hastily beaten a retreat if they suspected that the destination was any exceptional distance from their stand. And to be known or regarded as a payer of the exact legal fare is to be practically ostracised by the whole tribe of "Gondollers." That is so in the case of Europeans in particular, although it is a known fact that ricksha pullers, as well as chair carriers, are quite willing to accept without a murmur a reduced fare from their compatriots. Why this should be the case it is difficult to understand, especially as the coolies impudently demand "cumsa" even when excess fare has been paid. But when the licensed chair coolies go the length of absolutely refusing to accept hire, the matter becomes infinitely worse. Unfortunately it is not every one who has the time or inclination to spend a day at the Police Court in order to prosecute a pair of defaulting coolies. In the first place

it is not agreeable duty to appear at the Police Court at all on any account, nor is it pleasant to be regarded as a vindictive tyrant of the oppressed. Again, it takes a smart and athletic individual to catch the chair-bearers who by refusing a fare have contravened the terms of their licence, while it is equally difficult to identify the number of the chair. In the case of rickshas, these difficulties are increased tenfold, owing to the superior ability of the pullers to make themselves scarce. When the chance does occur of identifying the coolies, it is only the few, as we have said, who will proceed against the bearers and pullers by legal process for the reasons we have stated. Mr. Mowbray S. Northcote was therefore rendering a public service when he haled two chair coolies before the Magistrate yesterday and went out of his way to see them adequately punished. A fine of \$7.50 each was by no means harsh or unmerited, for it is common knowledge that these coolies are connected with guilds or societies which guarantee the members against loss should they have the misfortune to be brought up before the Court. What we should like to see the Magistrate do is to endorse their licences, so that on the second or third conviction for a like offence they should have their licences withdrawn and if the circumstances warranted they themselves should be deported. We believe that the Magistrate already possess the power to take such action as that indicated but at the moment we do not recall an instance in which the bench has taken advantage of their authority in this respect, more's the pity. So long as the coolies know that the payment of their fines is assured and that nothing further will happen so long as they continue to pick and choose their fares, keeping an eye for the over-generous passenger who spoils the market by overpaying them. Witness the excitement there is among the chair-bearers and ricksha pullers when the American fleet is in port and the sailors are allowed shore leave. An American bluejacket is not allowed to be a pedestrian even if he would, for the simple reason that the coolies know they have an open-hearted soul to deal with who will not haggle over a ten-cent piece. One other remark we would make and that is there should be some sort of regulation to prevent ricksha pullers declaring to Europeans whom they may deem undesirable fares, that they are already engaged. It is practically impossible to dispute the coolies' statement, unless one is prepared to wait an indefinite time until his patron appears and even if the alleged fare does not arrive who is to prove that the puller has been toying with the truth. Especially is this the case at certain hours when assistants are leaving their offices. In Singapore they have an excellent system whereby a ricksha coolie may obtain a pass entitling him to declare that during certain hours, say from one o'clock to three and from five to seven, he is not at the disposal of the public generally being engaged by a private individual. Whether such a system would work in Hongkong we cannot tell; probably it would have to be greatly modified, but at least it might lead to a decrease in the raucous yells which greet the favoured Europeans whose generosity is known or contemplated.

LOCAL AND GENERAL.

The population of Peking is estimated, at a more or less rough calculation, at 100,000. The name of Mr. A. E. Wright has been added to the list of authorised architects in the Colony.

RULES relating to keroseene oil licences in the New Territories (excepting New Kowloon) are published in the *Gazette*.

REGULATIONS made under the Theatre and Public Performances Regulation Ordinance, 1908, are published in the *Gazette*.

THE Viceroy of Manchuria has given permission for the establishment of a joint Chinese and Japanese Race Club in Mukden.

CHINA has entirely agreed to the Antung-Mukden railway being reconstructed by Japan. The Chinese and Japanese Commissioners are now negotiating details at Mukden.

As the construction of the Osaka Law Courts, destroyed in the recent fire, is a matter of urgent necessity, it is reported that a temporary building will be begun immediately at an estimated cost of £100,000.

INSPECTOR Langley, of the Water Police Station, charged a boatman before Mr. J. R. Wood in the Police Court to-day, with obstructing the approaches to the Kowloon Wharf and Godown Company's wharves yesterday, by dredging in the vicinity. A fine of \$25 was imposed.

THE Kiu Railway Preservation Society has re-opened the whole agitation in favour of the Kiu-Kuangcheng railway being laid by the Chinese. This agitation has failed, and the Society is now trying to apply the principle to the laying of a railway from Kiu to Hengchun.

IT is notified in the *Gazette* that the following fees will be payable to the Sanitary Department for the removal of a patient in an ambulance to or from any private hospital or residence situated above the level of Bowen Road.

(1.) A fee of \$2 for any removal on the lower level.
(2.) A fee of \$4 for any such removal to or from any private hospital or residence situated above the level of Bowen Road.

A COOLIE, in the employ of Messrs. Lane, Crawford and Company, was caught in the act of removing a piece of bacon from the store yesterday afternoon. On being charged with the theft in the Police Court this morning sentence of three months' hard labour was passed.

OF the \$300,000 required to erect the projected new Cantonese hospital in Singapore, it is rumoured that \$150,000 has been promised and that of this sum only \$50,000 is actually in hand including \$20,000 raised by the recent performances of the Selangor Chinese amateur dramatic company.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 4 of 1909, entitled an Ordinance to amend the Wireless Telegraphy Ordinance 1903; and Ordinance No. 11 of 1909, entitled an Ordinance to amend the Public Health and Buildings Ordinances, 1903-1908.

GENERAL Sir Dighton Macdonagh, Probyn, who is about to relinquish his office as Keeper of the Privy Purse, has in retrospect a long and distinguished military career. Born in 1833, he entered the Army sixty years ago, and in 1888 became a General. Sir Dighton Probyn served throughout the Indian Mutiny, in China in 1850, and in 1872 on the North-West Frontier. As Comptroller and Treasurer of the Household of his Majesty when Prince of Wales, he won the esteem of his Royal master and mistress, and the King presented a charming residence to Sir Dighton within the gates of the grounds surrounding Sandringham.

THE negotiations for the issue of the Osaka Shosen Kaisha loan of ¥1,000,000 with the Fifteenth Bank have been successfully concluded. The rate of interest is agreed upon at 7 per cent, at a minimum issue price of ¥97, the bonds to be redeemed in seven years after, outstanding two years. The steamers and landed property of the company, are to be mortgaged under the Trust Law with the Credit Mobilier, Limited, which guarantees the loan. The *Japan Chronicle* is informed that these bonds will not be placed on the market for subscription. The money raised is to be used in part payment of the two steamers being built for the Tacoma line. No more money is required at present for the projected extension of the company's business.

THE story revived by a semi-official Lisbon paper about the engagement, or prospective engagement, of King Manuel to the Princess Alexandra, elder daughter of the Duke of Fife, is not apparently in accordance with fact. But such a marriage would be attended with a rather remarkable addition to the titles of a future King of Portugal who might be born of it. The Princess Alexandra is the heir presumptive of her father's Dukedom and Marquisate, and the succession of these titles would pass, in the first instance, to her heirs. Thus, a Duke of Fife and Marquis of Macduff, might, for the first time, be a reigning Sovereign at Lisbon, and with the right, in virtue of these titles, to a seat in the House of Lords.

LIQUOR LICENCES.

RESOLUTIONS BY MEMBERS OF COUNCIL.

A meeting of the Unofficial Members of the Legislative Council was held on the afternoon of Wednesday, the 18th, at which the following resolutions were passed unanimously:

- (1) That a duty be imposed on all Foreign and Chinese alcoholic liquors imported and consumed in the Colony. Liquors supplied to ships, in unbroken cases for consumption on board, and liquors re-exported, to be exempt from duty.
- (2) That Arrack and spirits of wine be treated as alcoholic liquors.
- (3) That all licensing fees be based on a valuation of the annual turn-over of the business of the licensee.
- (4) That in the event of the preceding resolution being adopted the issuing of adjunct licences be discontinued.
- (5) That all places where liquors are sold by retail for consumption on the premises be required to take out licences.
- (6) That as to the method of collecting the import duties a spirit farm is undesirable. These resolutions were communicated to His Excellency the Governor the following day.

SWIMMING.

We understand the "Buft" are holding their first Aquatic Meeting at the Victoria Recreation Club's enclosure on Friday, the 10th September.

The Corinthian Yacht Club also hold their first Aquatic Meeting on Saturday, the 12th prox., and from the following it will be noticed that a very attractive programme has been drawn up:

- 1.—Two Lengths Handicap. (Open).
 - 2.—Boys Race (Age 14 and under) (Open to Members' sons, Boys of Victoria and Garrison Schools).
 - 3.—100 yards Championship. (Open).
 - 4.—Ladies Nomination Race (C.Y.C.).
 - 5.—Two Lengths Handicap (C.Y.C.).
 - 6.—Life Saving Competition. (Open).
 - 7.—Water Polo Match. (Open).
 - 8.—High Dive. (Open).
- Entrance fees \$1.00 for each event Nos. 1, 3, 4, 5, 6, 8. Fifty Cents for No. 7. All Entrance fees to accompany forms, filled in and addressed to Mr. Guy, Victoria Dispensary, or Mr. McIver, Harbour Office. Entries close on Saturday, the 4th September, 1909.

LAMP LIGHTER'S DEATH.

A coolie in the service of the Catholic Union, Calne Road, died yesterday afternoon from injuries he sustained in an accident. On Wednesday night last the coolie, while engaged in lighting of the lamps in the grounds, fell off the ladder and fractured his skull. He was conveyed to the Government Civil Hospital and died, as already stated, yesterday. Deceased was nearly thirty years of age.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of the shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall, at noon, to-day, for the purpose of receiving the report of the Court of Directors, together with a statement of accounts to 30th June, 1909. The Hon. Mr. W. J. Gresson (chairman of directors) presided. There were also present:—Messrs. H. E. Tomkins (deputy chairman), J. W. Bannow, E. G. Barrett, Q. S. Gubbay, W. Helms, C. R. Leemann, E. Shellin, R. Shewan, H. A. Siebs, H. A. W. Slade (directors), I. R. M. Smith (chief manager), Ho Fook, L. Benidagou, J. M. E. Machado, W. Dushar, W. E. Clarke, W. H. Curcell, A. Findlay Smith, Ho Kom Tong, A. H. Ough, W. H. Wickham, W. H. Potts, J. W. C. Bonnar, J. Barton, H. N. Mody, T. I. Ross, H. Percy Smith, R. Mitchell, J. F. Cox-Edwards, Hon. Mr. Murray Stewart, N. M. H. Nemaren, R. H. Crofton, S. J. Michael, P. C. Potts, T. F. Hough, F. Paget Hett, Lau Pao Chiu, N. J. Stubb, A. F. War-rack, T. M. Knott, F. G. Garryll, H. C. Joass, Chun Tong, Wong Leung Him, A. Forbes, W. Taylor, P. de C. Morris, W. C. Turner and A. Bryer.

The Chief Manager having read the notice convening the meeting.

The Chairman proceeded to read the report, at the conclusion of which he said:

Gentlemen,—In laying before you the statement of Accounts for the past half year, I am unable to report any marked improvement in the demand for money for trade requirements; and has been the prevailing tone of the money markets throughout, and it has been a matter of some difficulty to find profitable and suitable employment for all the funds at our disposal. Under these somewhat adverse banking conditions, your Directors feel assured that the result attained will be received with general satisfaction.

Your Directors recommend payment of the usual dividend of 2 per cent, and the carrying forward to the current half year of an amount similar to that brought in from last account. In addition to this we propose placing 57½ lacs to the Silver Reserve Fund, and in thus adhering to old traditions, by continuing to strengthen our position, I am confident we may look for your support and approval. (Applause.)

It is not my intention to detain you on this occasion with a long statement. It is the usual custom for Banks only to hold meetings annually, and, though our Deed of Settlement calls for a meeting of Shareholders twice a year, I think the one held in August should be mainly confined to passing the accounts, leaving a review of trade and business generally to be made at our meeting in February, when fuller data are available.

However, before turning to the statement of Assets and Liabilities, you will perhaps allow me to refer briefly to the subject.

We are still waiting for the long expected turn of the tide. It cannot be said that trade in the Far East is yet in a flourishing condition, but there is promise of improvement in some directions, and I see no cause for taking a pessimistic view. On the contrary, news from India of the climatic conditions, upon which particularly in that country so much depends, is favourable; silk crops in both China and Japan are reported to be well up to, if not above, the average; and new life has been infused into the Straits Settlements by the success attending the cultivation of rubber, a product which bids fair to become a valuable and, I hope, a permanent addition to the exports of that region.

These factors must all have a beneficial effect on the import trade, which has been in a more or less depressed state for a long time past, and, needless to say, any improvement will be welcomed by all who are interested in Eastern commerce.

Coming now to the statement of accounts you will notice that our Note Circulation shows, as usual at this season, a considerable reduction from the higher total which always rules just before the Chinese New Year, while the amount of dollars deposited with the Government, as security, remains unaltered. Silver deposits and current accounts are some \$17 millions over the figures which appeared in the balance sheet last June, and nearly \$5 millions higher than on 31st December, which is largely attributable to money being temporarily placed in the Bank, pending renewed activity in trade. Bills Payable are \$15 lacs lower than in December, but a similar amount higher than in June. Fixed Deposits in gold are practically unchanged, but Gold current accounts shows a decrease of some £4,800,000, being about the amount mentioned at our last meeting as proceeds of loans temporarily held by our London Office. This is reflected on the other side of the account by an almost equal reduction in Bills Receivable, as compared with the total on 31st December. At that date the amount stood at a much higher figure than on any previous occasion, which was chiefly due to the large amount of homeward remittances carried by our London Office instead of rediscounted. Cash and Bullion in hand and in transit, together show an increase of \$11 millions; Bills Discounted, Loans, and Credits stand at \$113 millions, as against \$120 millions on 31st December and \$109 millions on 30th June.

Indian Government Rupee Paper, and Consols, Colonial, and other Investments, are lower than last half year, but some \$3,000,000 over the figures of a year ago.

The only other matter that I have to refer to is the opening of our own office in Canton. It has been apparent, for some time, that Railway and other business interests there, called for further local banking facilities, and you will see from the report that a Branch Office of the Bank was established on the 6th of last month. I have no doubt that, in time, it will prove a valuable addition to our list of Agencies.

Before moving the adoption of the Report and Accounts, there is a subject to which I think

you would like me to refer, though it is not one that affects the accounts now before us.

You have no doubt noticed the announcement on behalf of the Bank your Directors have agreed to subscribe \$50,000 to the proposed Hongkong University conditionally upon the full amount required for the Endowment Fund being forthcoming. Without desiring to enter into the controversy as to the desirability of a University at all, I would point out that the proposition has been most favourably received by the Chinese, including the highest officials not only in Canton but also in Peking, as is demonstrated by the way they have come forward with subscriptions, and if you will reflect on the position held by the Bank in China and its intimate financial relations with the Chinese Imperial Government for so many years, I am sure you will recognise that we have acted in the best interests of the Bank and will approve of our action accordingly. (Hear, hear, and applause.)

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. W. Dushar said:—I have much pleasure in seconding the adoption of the report and accounts. The balance sheet reflects great credit on the management of the Bank, for during these dull times it can be no easy task and I am sure shareholders must feel highly pleased at the disposition made of profits and will cordially approve of the donation to the proposed University. (Applause.)

The motion was carried unanimously.

Mr. A. H. Ough proposed, and Mr. W. H. Wickham seconded, that the election of Mr. J. W. Bannow as a director be confirmed.

Agreed to.

The Chairman:—That is all the business, Gentlemen; thank you for your attendance. Dividend warrants will be ready on Monday.

The meeting then dispersed.

HONGKONG WATER POLO SHIELD COMPETITION.

SEVENTH ROUND.

Two Shield Matches were scheduled to have taken place yesterday, but at the last minute the Lusitano Recreation Club forfeited their game to the Corinthian Yacht Club. This is the first occasion this year that such a thing has happened, as even much weaker teams than the L.R.C. have turned up and faced such formidable opponents as the V.R.C. and C.Y.C., and much comment was passed over this withdrawal.

The Royal Engineers met the 87th Coy. Royal Garrison Artillery to decide their tie, and after a pretty tough game, this ended in a win for the Sappers by 4 goals to nil.

The Boys' Own Club's representatives then met the "Buft" in a friendly match, and had to acknowledge defeat at the call of time to the tune of 6 goals to 4. Petersen substituted White in goal for the Boys and this easily accounts for the big score against them, as being without experience between the posts he was unable to stop even some of the softest shots that were sent in.

SIXTH ROUND.

88th Co. R.G.A. vs. 87th Co. R.G.A.
B.O.C. vs. L.R.C.
R.E. vs. 83rd Co. R.G.A.
C.Y.C. vs. Buft.

LEAGUE TABLE.

Played	Won	Lost	Drawn	Points
V.R.C.	7	0	0	14
C.Y.C.	7	5	1	12
Bufts	5	1	0	10
B.O.C.	6	3	2	7
L.R.C.	6	3	3	6
R.E.	6	2	4	4
83rd Co. R.G.A.	1	5	0	2
88th Co. R.G.A.	0	5	1	1
87th Co. R.G.A.	0	6	0	0

ALLEGED RENEWAL OF JAPANESE BOYCOTT.

DEMEANOUR OF CANTONESE CHINESE.

The *Japan Chronicle* says:—There are indications that the boycott against the Japanese is being renewed by the Cantonese Chinese as a result of the Antung-Mukden Railway trouble. It had been hoped the agitation following on the *Tai-maru* affair had died away. The *Nippon-maru*, which left Hongkong on July 10th, shipped a fairly good number of Chinese passengers and a considerable quantity of cargo, and it was expected that the *Chiyo-maru* would be even more successful. Unfortunately, the trouble in regard to the Antung-Mukden Railway broke out at this juncture and seems to have affected the Chinese in Canton and Hongkong, as the shipment of Chinese cargo and passengers by the *Chiyo-maru* was no better than when the late boycott was at its height.

A Japanese passenger on board the vessel, on arrival at Nagasaki from Hongkong via Keelung, gave some particulars in an interview with the *Asahi* correspondent at Nagasaki. He said that while the steamer was lying at Hongkong, a dinner was given by the officers of the vessel, to which were invited Mr. Funatsu, the Japanese Consul at Hongkong, H.E. Chang, Viceroys of Liangkwaig, and a number of the leading Japanese and Chinese officials and merchants. He thought this had a good effect in conciliating feeling between the Japanese and Chinese, which had become ruffled as a result of the Antung-Mukden Railway question. It may be noted that the *Chiyo-maru* carried 225 Philippine labourers for Hawaii.

A Nagasaki dispatch reports that the P.M. steamer *Mongolia* which arrived at Nagasaki on the 12th instant from San Francisco via Yokohama, carried 235 Chinese labourers returning from America. They appeared, it is remarked, to be influenced by the Antung-Mukden trouble, for during their stay in Nagasaki they refrained from purchasing Japanese goods.

[As far as it can be ascertained locally there are no indications of a renewal of the boycott against the Japanese by the Chinese in Hongkong.—Ed., H.K.T.]

Hongkong Policemen Murdered.

KILLED ON THE ROADSIDE.

DASTARDLY CRIME BY CHINAMEN NEAR AU TAU.

There has been another grim murder committed in the New Territory—a murder of a most brutal character and one which is unprecedented in the annals of crime in this Colony.

Shortly before noon yesterday a report was made, by two coolies, at the Tai Po Police Station, to the effect that two Indian policemen had been murdered by robbers on the roadside some eight miles away. The coolies also stated that they had to flee for their lives.

It is needless to remark that the police officers proceeded to the scene of the tragedy, and near the Lam village they found the bodies of the officers. The body of an Indian sergeant, by name Kurram Deen (No. 637) was found lying on the roadway, severely lacerated. The man had been dead for some hours. His body was cold and stiff with rigor mortis, and it was clear at first sight, that he had been murdered, and murdered in a most horrible manner.

There was a severe cut on his head, very nearly reaching the eyes, and his left shoulder was chopped right down—a right never to be forgotten. At the bottom of the ravine the police officers discovered the body of the other man, Police-constable Mohammed Khan (No. 877). He also was chopped about the head and shoulders. He was minus his boots, and evidently had not been dead for very long.

In order to follow the facts of this terrible tragedy it is necessary to place the locality in the mind of the reader. Au Tau is a town twenty-five miles away from Hongkong, and nine miles from Tai Po, and six miles distance from Castle Peak Bay, travelling in a north-easterly direction.

At an early hour yesterday morning Indian police-sergeant Kurram Deen and Police-constable Mohammed Khan left Au Tau Police Station being the escort to see to the safe delivery at Tai Po of a box containing over \$400 in cash, which was the annual Crown rent of that district. The box of money was carried on a bamboo pole by two coolies, who are well known in the neighbourhood.

The party left Au Tau after six o'clock, the coolies carrying the box, in the manner already described, while the Indian policemen marched alongside them.

It is very natural that, carrying a heavy box of silver on or, perhaps, two stops were made on the way, but everything went smoothly until the party arrived near Lam Chuen—a village near Tai Moh Shan, and half way between Au Tau and Tai Po—where they were attacked.

This is the story one of our reporters was told, as it was given by the coolies carrying the money box. "As we were approaching Lam Chuen, about for the Land Office, at Tai Po, at about 8.40 a.m., we saw eight men—four, seated at each side of the road." They thought nothing of this and continued on their way, and no sooner had they attempted to pass the men than they were rushed upon.

In the twinkling of an eye the robbers jumped up and, having produced their choppers, they sprang upon the Indian sergeant and with two strokes killed the man on the spot.

Their attention was next turned to the police-constable, who also was brutally attacked with choppers. Crawling to the side of the road the unfortunate man—no doubt with the intention of getting back either to Tai Po or Au Tau to report the occurrence—removed his boots to make the tramp easier, but he must have collapsed through loss of blood, which accounted for his body being found at the bottom of the ravine.

While the attack on the policemen was being made the coolies, becoming scared, dropped the box of money on the road, and cleared for Tai Po, which they reached an hour or two later. Having settled the officers the murderers departed with the box of money. It is believed they made for the frontier.

The bodies of the two policemen were removed to Hongkong and the burial took place this forenoon.

Kurram Deen (the sergeant) was thirty-two years of age, and had been in the Police Force for about twelve years, having joined from the Indian regiment. His compatriot was two years younger, and joined the local Force five years ago.

When the news was received in the Colony H. E. the Governor (Sir Frederick Lugard) was promptly notified, and there is no denying that it must have broken upon him as a very unpleasant piece of news.

Detectives are scouring the New Territories diligently in search of the murderers. Up to now no one has been arrested, but no stone will be left unturned to bring the offenders to book.

MR. ROBT. MITCHELL IN HONGKONG.

ARRIVAL YESTERDAY ON S.S. "EMPIRE."

Friends of Mr. Robert Mitchell, late manager of the Hongkong and Whampoa Dock Company, were pleased to meet the former genial Hongkong resident to-day. Mr. Mitchell arrived here yesterday by the E. and A. s.s. *Empire* from Australia and is passing through Hongkong after having accomplished a brief tour in the Commonwealth, where he had to grant several Press interviews. Mr. Mitchell attended the annual meeting of the Hongkong and Shanghai Banking Corporation this morning and was looking very well after the holiday in the Antipodes.

For stealing a quantity of paint, the property of the Quarry Bay Shipyard; yesterday, a coolie was in the Police Court to-day, given three weeks' hard labour and six days in the stocks.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHANG CHIH-TUNG.

LEAVE OF ABSENCE EXTENDED.

[By courtesy of the "Sheung Po."]

Peking, 20th August.

Grand Councillor Chang Chih-tung has been granted an extension of leave of twenty days.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po."]

Peking, 20th August.

The loan for the construction of the Canton-Hankow and Hankow-Szechuan Railways is for £6,000,000. The agreement is ready and will be signed shortly.

Later.

Great Britain, Germany and France are underwriting the loan for the Hankow-Szechuan Railway with America participating in it.

The people of Hunan and Hupeh refuse to recognize these loans.

TO SUPPRESS OPIUM TRAFFIC.

DRASTIC MEASURES PROPOSED.

It is suggested by the Comptroller-General of Customs, as a means of crushing out the illicit traffic in opium, that the duty should be re-imposed, and the money devoted to buying the consent of the opium-smokers to their being sent back to China (says the Melbourne representative of the Sydney Daily Telegraph). This would ultimately lead to there being no smokers left. The prohibitory law has not prevented, and will not, he says, prevent the sale of opium in Australia, while the revenue, which used to total £5,000,000, is now available for those engaged in smuggling. "As we cannot keep opium out," he adds, "why not let it in under a heavy duty, as formerly, and use the revenue in a way that would ultimately decrease the demand."

Commenting on the foregoing, the Sydney paper says:—

The plan of the Comptroller-General of Customs for stamping out the illicit traffic in opium, as outlined in another column, would be a fine one—if it were only practicable. But as matters are, it goes to show that while Dr. Wollaston may be an excellent head for the Customs Department, he has, when he begins to dabble in matters concerned with Chinese character, too much of that simple faith which, as the poet tells us, "is more than Norman blood."

If the bland, resourceful Chinaman were a mere European, he might be a subject for treatment in some such disingenuous fashion as that proposed. But being what he is, it is for one moment seriously to be expected that in order to be allowed to smoke opium, he is going to consent to deportation for his smoking sins when he can remain and, as is so obviously the case, smoke "allee same"? Perhaps one of the reasons why the prohibition does not keep out opium is that the Chinese now have the £50,000,000 of £60,000 a year which they formerly spent in Customs duties to speculate in smuggling. Anyhow, they seem to get a great deal in, and that being so they may be trusted to stay in this land where they can have their wealth and their pipe—none the less surely if, at the same time, in preference to going back to the overcrowded poverty of their native country. In any event, how could a scheme like that put forward by the Comptroller be carried out? The opium-smoking Chinese could not be segregated, else they would cease to be the industrious units of the population they now are, and their power to buy opium and so contribute to the fund which is to bear them out of the country would be gone. And who would guarantee that the opium lawfully admitted and kept in possession would not be diverted so as to produce a continuing crop of smokers? Evidently the only chance of killing the trade is to stick to the prohibition until the present tribe of "dopers" have become cured or have passed away.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (Empress of China) 26th inst.
Indian (Lalanga) 26th inst.
German (Derfflinger) 30th inst.

The T. K. K. s.s. *Tenyo Maru* is expected at this port on 23rd inst., at 6 p.m.

The I. C. S. N. Co's s.s. *Lalanga* from Calcutta and the Straits left Singapore for this port on 24th inst.

The N. Y. K. s.s. *Takaki Maru*, Bombay Line, left Singapore for this port on 19th inst., and is expected here on 25th inst.

The N. Y. K. s.s. *Miyazaki Maru*, European Line, left Singapore for this port on 19th inst., and is expected here on 24th inst., p.m.

The N. Y. K. s.s. *Tamba Maru*, European Line, left Kobe for this port via Moji and Shanghai on 21st inst., and is expected here on 30th inst.

The N. Y. K. s.s. *Nikko Maru*, Australian Line, left Yokohama for this port via Kobe, Moji and Nagasaki on 29th inst., and is expected here on 31st inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Nagasaki at 5.30 a.m., on 21st inst., and left again at 4 p.m., same day, for Shanghai, where she is due to arrive at 4 a.m., on 23rd inst.

NOTES BY THE WAY.

THE QUESTION OF THE HOUR.

The news that the licensing debate had been postponed at the eleventh hour (which, by the way, the H.K.T. was the first to announce) came as a surprise to most people. The man-in-the-street had confidently expected to be treated to awe-inspiring flights of oratory by our legislators and the information that this was to be denied him, at least for the moment, must have proved a veritable damper owing to its unexpectedness. It is satisfactory, however, to note that a meeting of the Unofficial Members of the Legislative Council was held on Wednesday afternoon, at which a number of resolutions were passed and duly communicated to H.E. the Governor, and the result of this latest move on the part of the Unofficial Members, who necessarily represent the sentiments of a large section of the community, will be awaited with interest. Meanwhile, the promise of the Imperial Government to grant a "substantial contribution" in order to compensate for the loss of the opium trade remains, to all intents and purposes, a dead letter, which provokes the wisdom contained in the old adage that promises are made of pie-crust is as true to-day as it was when it first saw the light. Rome was not built in a day; neither can a Government enrich its exchequer by a sudden adroit manoeuvre. By the doubling of the fees paid by liquor licensees, the Colony's revenue will be raised by a mere trifle, as it should not be forgotten that there is a likelihood of the trade being diverted elsewhere. Therefore, the utility of any inclination on the part of Government to look to the liquor trade as the be-all and end-all of the Colony's finances is obvious. The powers that be should turn their attention to other sources.

A SELF-STYLED SOCIETY.

The doings of the Self-Government Society at Canton have roused no little attention of late, particularly among the Portuguese community, both here and at Macao, who are bound to feel the thin end of the wedge if the machinations of the Society are allowed to continue. At first sight, the grandiloquent title chosen by the Society would lead one to the conclusion that it is a Heaven-appointed cabal formed for the purpose of lifting China from the slough into which she has fallen for centuries, but on closer intimacy with the real motives actuating the efforts of its members, it will be found to be nothing more nor less than an unlawful coterie whose official status, if any is claimed, is not recognized by the powers at Peking. The interesting correspondence which appeared the other day in the *Hongkong Telegraph* has thrown an important side-light on the methods of the organization. A Society which openly assists the Chinese Press in the publication of important evidence before the hearing of a case can only tend to demoralization and should not be countenanced. Judging from the orders issued on several occasions by the High Authorities to suppress the trouble-some band of malcontents, the Society is a discredited power in the eye of Peking but to all intents and purposes, the authorities in the Capital are oblivious of the evil effects produced on the minds of the ignorant masses. The sooner the curtain is drawn over the so-called protective institution the better. Verily, the suppression of gauge of irresponsible demagogues is the *pontus maximus* of Chinese officialdom.

A LIVELY PICNIC.

The last week has been one of continual sunshine. King Sol has at last elected to shake off his sullen mood and burst forth his beaming rays over a sporting world. All who have dealings with the terrible individual who presides over the weather are aware of his leaning towards the opinion that too much of a good thing for Hongkong is hardly to be thought of and his magnanimity, therefore, has been all the more appreciated. Voters of the nativity art have taken full advantage of the propitious weather conditions and the demand for launches has been pretty brisk. The week has also been responsible for an amusing incident which is too good to pass unnoticed. I had the good fortune to secure an invitation for a launch excursion, a regular family event, so to speak. The launch having arrived at a shady spot, it was decided by popular consent to indulge in a dip. One member of the party, whose headlong boldness is among his other interesting qualifications, suggested a locality noted for the presence of jelly-fish. As the others did not have a particular fondness for jelly-fish, they naturally did not fall in with the idea and so it was that the original one, having armed himself with his bathing paraphernalia, made a bee-line for the evaded spot, after having delivered some well-pointed remarks about unpopularity, etc. Luckily, no undesirable acquaintance troubled him during a somewhat lengthy spell in the water but imagine his consternation when, on emerging from the water he made the painful discovery that his bathing kit was gone! As this was not the first time that such articles of clothing have taken legs unto themselves and walked away (figuratively speaking) the victim of the theft had to make the best of a bad bargain and as he happened to have an attack of chill, the rest of the excursion was spent in a suit of pyjamas belonging to the stoker which was hardly what one would call the acme of cleanliness. Of course, during the whole of the return trip, the manner of circumstances carefully avoided the company of the ladies and evinced a remarkable interest in uninteresting objects (sic) at the other end of the launch. His inclinations are not recorded.

THE COLONEL'S COMMAND.

The illegal reasoning of some people almost verges on the side of the burlesque. The other day, I was a personal witness of an incident which had a tinge of unconscious humour. The usual morning parade was in progress and one of the Tommies, who was unfortunate enough to miss the Peak tram, and who, consequently, marched down to the parade ground in solitary grandeur, was severely taken to task by the company commander. To make matters worse, the officer noticed that Thomas Atkins' tunic was wet and evidently being a

firm believer in a spotless uniform, indignantly demanded an explanation. "I met with a shower while coming down, sir," meekly replied the delinquent, who was literally shivering in his boots, under his superior's withering gaze, but a startling sequel was reached when the rigid disciplinarian thundered forth the following: "That's no excuse. Rain or no rain, you must see to your uniform being in a presentable state," which reminds me of a good story told of the Colonel of a famous regiment who was in the habit of going round the barracks every night after "lights out" had been sounded. One night, he noticed what appeared to be a light in one of the rooms, on which he sternly called out: "Put out that light!" "It's the moon, sir," came a voice from the room. "I don't care what it is," replied the late Colonel. "You just put it out!" illogical, isn't it?

LIFE-SAVING EXTRAORDINARY.

It is not usual for a person whose life is in danger to attempt to save himself by standing on his head but one such authentic instance is vouchered for in the recently published life of Sir Robert Hart. According to a story related in that highly interesting publication, it appears that in 1841, a vessel carrying opium was wrecked on the island of Formosa. The crew consisted of 174 Bengalis and thirteen white men. The Bengalis were promptly beheaded by the savage natives, but the ship's carpenter devised a shrewd plan to save the lives of his comrades. Why not soften the hearts of their captors by a novel and profound *kowtow*; why not stand on his head? He did so, with the happiest result. The savages, delighted with this sign of respect, spared the lives of the white men. The above story is reminiscent of an incident in the life of Sir Robert Hart at the time of the Boxer outbreak which has been lately going the rounds and which is of additional interest at the present moment owing to the rumoured announcement of Sir Robert's retirement from service. A party of soldiers belonging to a certain European Legation entered the house where Sir Robert Hart was staying and would doubtless have proved objectionable to the inmates, but the veteran L.G., whose fertility of imagination is well-known, instructed his private band to strike up the National Anthem of the hostile squad, who immediately stood to attention. As soon as the band ceased playing, the bewildered soldiers left the house without molesting any of the inmates.

CASUAL CRITIC.

OIL-SHIP ON FIRE.

RUMOUR OF INCENDIARISM.

Fire broke out in the No. 1 hold of the barque *Harold D. Troop* in Yokohama Harbour at about 11 o'clock on the night of the 18th instant. The vessel, which is engaged in the carrying of Standard Oil Co's products arrived in harbour on the 25th ultimo, and has since been discharging oil. After the fire was discovered, the barque was towed towards Kanagawa, reports the *Japan Herald*, but before proceeding far the vessel ran aground. As soon as possible after the outbreak the Captain's wife, Mrs. A. J. Durkee, was transferred to the oil tank *Pinna*, and the hatches were *blown down*. The damage is as yet unknown, but judging from the external appearance of the barque, would not appear to be extensive. Four thousand cases of kerosene, stored in the near hatch, escaped the effects of the fire, though at one time fears were entertained for the safety of this portion of the cargo. At the time of going to press the fire seemed to have been extinguished, but the tugs were still pumping water into the vessel as she lays off the breakwater, with a heavy list. A rumour prevailed that the fire was the outcome of incendiaryism, but so far this has not been substantiated.

Later news to hand from the Harbour Police Office states that after the barque was towed to Koyasu, holes were made in the side of the vessel in an endeavour to scuttle her, but the attempt proved abortive.

Of the cargo, 29,400 cases of refined petroleum and 200 barrels of lubricating oil have been transferred from the burning barque to the Customs compound, while 4,500 cases of refined petroleum are still on board the vessel. With regard to the rumoured incendiaryism, the authorities state that some friction had existed between the Captain and crew, and six of the crew were missing after the fire was discovered. An investigation is to be held.

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Quarry Bay at 5.15 p.m. on Monday, the 23rd, and Thursday, the 26th inst.

RECRUITS' DRILL.

At Headquarters at 5.30 p.m. on Wednesday, the 25th instant, for 2' 95" gun drill. Sergt. Moore, R.G.A., will attend.

ENGINEER COMPANY.

The second shoot for the Carmichael Cup will be held at King's Park Range on Sunday, the 22nd instant, at 2.30 p.m. sharp.

Entrance fee—30 cents. Members may purchase ammunition on the Range for cash—Hongkong currency.

Drills for the above company will be held on the first and last Wednesdays of the month.

RESIGNED.

Private T. Martin is permitted to resign with effect from the 13th inst.

Trooper W. J. Daniel is permitted to resign on leaving the Colony with effect from the 18th instant.

LEAVE.

Trooper G. M. Harston is granted leave of absence out of the Colony for 12 months with effect from the 5th September.

THE Manila *Cablenews* says:—Mr. W. C. Reibling, chemist in charge of the cement and concrete testing laboratory of the bureau of science, will leave on official duty for Hongkong via the *Mongolia*. He will spend an indefinite period at the works of the Green Island Cement Company.

COMMERCIAL.

YARN MARKET.

Hongkong, 20th August, 1909.

The firm feeling alluded to in last report has been not only well maintained, but much strengthened by advices of an active and rising market in Shanghai. A brisk and better inquiry existed throughout the greater part of past fortnight and dealers have, in several instances advanced on their offers which had previously been refused. Prices of No. 20s show little fluctuation but an advance of \$1 to \$2 per bale has been established for suitable desirable tickets of Nos. 10s and 12s, which have been in strong demand for the Northern and East Coast markets. Receipts for the fortnight are much above the average, but as the offerings also show a considerable increase, our estimate of stocks shows only a small addition when compared with last figures, and the market closes firm. Bombay is reported quiet but strong, and latest telegrams from that port quote Assur No. 10s, 61 annas and Victoria No. 20s, 72 annas per pound. The monsoon conditions are so far satisfactory, sufficient rain having fallen all over India.

Bales of the interval aggregate 8,353 bales, arrivals amount to 19,000 bales, unsold stock estimated at 20,000 and uncleared yarn in second hands about 36,000 bales.

Local Manufacture:—Sales of about 400 bales Nos. 10s and 12s at \$116 and \$120 respectively are reported.

Japanese Yarn:—Neglected throughout. Raw Cotton:—Importations of Indian descriptions are entirely checked by higher prices ruling in the home markets and there is no stock or transaction. In China kinds a parcel of 100 bales (small) *Thoonchow* is reported to have changed hands at \$56½. We quote to-day Indian \$29 to \$35 and China \$32 to \$37. Exchange on India closes to-day at Rs. 130½ for 7/11 and Rs. 131 for Post. On Shanghai 74½ and on Japan 84½.

The undimmed business in imported and local spinnings is reported from Shanghai during the fortnight ended the 14th instant, viz.:

Indian:—A strong demand was experienced during the interval, Nos. 10s and 12s attracting most attention, values showing an advance of 1 to 2 Taels per bale and market closing strong. Total sales about 10,000 bales, with an estimated stock of 73,000 bales.

Japanese:—Continue in good demand and prices have advanced 2 to 3 Taels per bale. Total sales about 4,000 bales at Tls. 103½ to 114½ for No. 10s and Tls. 113½ to 119 for No. 20s.

Local:—Have been considerably dealt in, about 15,000 bales are reported to have changed hands on the basis of Tls. 91 for No. 10s, Tls. 99½ for No. 12s and Tls. 104 to 106 for No. 16s.

P. EDULJEY, Broker.

FORTNIGHTLY REPORT.

Since the issue of our last report on the 6th instant per s.s. *Delhi* the market ruled quiet during the early portion of the interval and small sales were effected at or about previous rates. Subsequently advices of a strong and active inquiry in Shanghai, especially for Nos. 10s and 12s, induced some holders to ship off their goods to that port. The native speculators then availed themselves of this opportunity to again enter the market and with a view to strengthen their previous purchases commenced buying special desirable tickets of these counts with the result that values of these counts advanced from 50 cents to \$1½ per bale and a good business was put through. Holders having now, more or less, eased their stocks, are less eager to sell while dealers having sufficient yarn in hand are not inclined to force the hands of sellers and thus our market at present closes firm and strong with a moderate business passing. Clearances during the fortnight have been moderate.

No. 6s.—A small business at a slight advance.

No. 8s.—Nothing doing.

No. 10s. & 12s.—In good inquiry at an advance of 50 cents to \$1 per bale.

No. 16s.—Small sales owing to light stocks.

No. 20s.—Special tickets under country orders are saleable at about quotations, and some at an advance of \$1 to \$1½ while other chops in less favour with country buyers are passed over for lower prices.

Total sales about 8,200 bales. Unsold stocks estimated at 19,000 bales. Sold but undelivered in the godowns, and to arrive 46,000 bales.

Arrivals.—The mail str. *Davanka* and extra str. *Ichika*, *Yedoh* and *Nippon* from Bombay, and str. *A. Ahear* and *Lightning* from Calcutta have brought in 17,978 bales for Hongkong, and 7,437 bales for Shanghai, shipments from Hongkong to Shanghai and coast ports, &c., amount to about 6,000 bales.

Shanghai.—Is reported strong and active with a good business passing at an increase of 1 to 2 taels per bale.

Japanese Yarn.—Market almost closed.

Local Mill.—Sales of 395 bales No. 10s and 12s at \$116 and \$120 respectively are reported.

Raw Cotton.—Importations of Indian staple are entirely checked by very high prices ruling in India and consequently there is no business in these kinds. About 190 bales (small) Shanghai cotton have changed hands at \$6½ per picul. We quote to-day Bengals \$29 to \$35 and China \$32 to \$37.

Rupces. T/T 130½ Sterling. D/D 1/8 13/16 Shanghai. T/T 74½.

Rupces. D/D 131 Sterling. 4m/8 1/8 15/16 Japan. 84½.

Bar Silver 23 7/16.

POLISHWALLA AND KOTWALL, Cotton and Yarn Brokers.

The chief quartermaster of the division at Manila has received a cable from Lieutenant von dem Busche, quartermaster of the transport *Warren*, announcing the arrival of that vessel at Shanghai on the 15th instant. The *Warren* will be in the China port for about three months undergoing extensive repairs and alterations.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1909, at the rate of TWO POUNDS STERLING per Share of \$125 is Payable on and after MONDAY, the 23rd August, current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager,
Hongkong, 21st August, 1909. [602]

KOWLOON CRICKET CLUB CONCERT.

PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground TO-NIGHT, the 21st inst., commencing at 9 P.M.

- PART 1.
1. Overture....."Tannhauser".....Wagner Band of "The Buffs."
 2. Tenor Solo....."Life the Organist".....Gray Revd. A. P. Crofton.
 3. Soprano Solo....."Awake".....Mrs. J. W. Kew.
 4. Baritone Solo....."The Bachelors" (Leslie Stuart Mr. W. S. Hone.
 5. Soprano Solo....."Villia".....Lebar Miss Parkes.
 6. Humorous Duett.....Selected.....Messrs. Worcester & Carroll.
 7. Selection....."Cavalleria Rusticana".....Mascagni

- PART 2.
1. Nautical Selection....."A life on the Ocean wave" Band of the "Buffs."
 2. Soprano Solo....."Il Baccio".....Arditi Mrs. Bellios.
 3. Vocal Duett....."A Night in Venice" (Lucandoni Mrs. J. W. Kew and Mr. E. B. Ayris.
 4. Humorous Song.....Selected.....Mr. Worcester.
 5. Selection....."A Waltz Dream".....Strauss Hongkong, 21st August, 1909. [590]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY,

the 24th August, 1909, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, 10 cases ROYAL CROWN CIGARETTES, a quantity of JAPANESE LACQUERED TRAYS, WINE GLASSES, TUMBLERS, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH, Auctioneers. [603]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of August, at 9.30 A.M.

All Claims must reach us before the 31st of August, 1909, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELOHERS & Co., General Agents. Hongkong, 21st August, 1909. [5]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE,

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLEDSOME.



Sole Agents:

H. PRICE & CO., LD.

WINE, SPIRIT AND CIGAR MERCHANTS.

12, Queen's Road Central. Hongkong, 7th August, 1909. [594]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent, by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOUK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
TIENSIN VIA SWATOW, WEI, HAIWEI & CHEFOU.	CHEONGSHING	SUNDAY, 22nd Aug., Daylight.
SHANGHAI, YOKOHAMA, KOBE & MOI.	FOOKSANG	TUESDAY, 24th Aug., Noon.
FOOCHOW	YATSHING	WEDNESDAY, 25th Aug., 3 P.M.
MANILA	YUENSANG	FRIDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALOUTTA.	KUTSANG	TUESDAY, 31st Aug., 3 P.M.
MANILA	LUOSANG	FRIDAY, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA.	LAISANG	SATURDAY, 4th Sept., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Lahad, Davao, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

Telephone No. 61.

Hongkong, 21st August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"CHENAN"	22nd Aug., Daylight.
HOIHOW, PAKHOI & HAIPHONG	"PAOING"	24th " "
MANILA	"TAMING"	24th " 3 P.M.
CEBU & ILOILO	"KATONG"	24th " 4 P.M.
NINGPO & SHANGHAI	"PAKHOI"	25th " "
SHANGHAI	"ANHUI"	26th " "
WEIHAWEI & TIENSIN	"HUICHOW"	26th " "
SHANGHAI	"LINAN"	29th " Daylight.
MANILA	"TEAN"	31st " 3 P.M.
SHANGHAI	"CHINHUA"	2nd Sept., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Linan*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo as through Bills of Lading to all Yangtze and Northern China Ports.

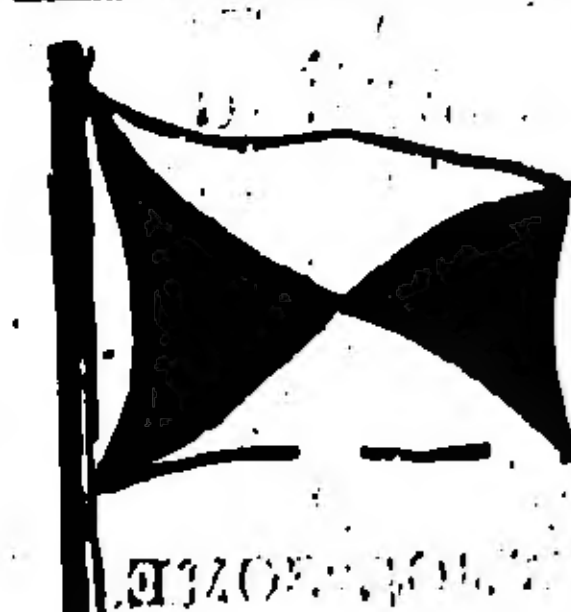
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong, 21st August, 1909.



HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	R. W. Almond	MANILA	MONDAY, 23rd Aug., at 5 P.M.
CAIRO	2540	R. Rodger	"	SATURDAY, 28th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 21st August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 20th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSU MARU 5,000 " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

ROYU KISEN KAISHA, York Building,

Hongkong, 20th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For

TACOMA VIA KEELUNG, SHANGHAI, MOI, KOBE, SHIMIDZU AND YOKO.

Do.

"SEATTLE MARU" 6,182 SATURDAY, 28th Aug., at Noon.
"TACOMA MARU" Capt. H. Yamamoto SATURDAY, 25th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For

TAMSUI, SWATOW & AMOY. "DAIJIN MARU" SUNDAY, 22nd August, at 10 A.M.
"ANPING" Via SWATOW and AMOY Captain T. Sugi TUESDAY, 24th Aug., at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOOCHOW Captain Y. Fucuo THURSDAY, 2nd Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 21st August, 1909.

THE NEWLY BUILT STEAMERS: "CHOHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

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Hongkong, 21st August, 1909.

THE NEWLY BUILT STEAMERS: "CHOHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

Shipping—Steamers.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA, DIRECT to SAN FRANCISCO, without any call on route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship.

"AMIRAL DUPERRÉ," expected to arrive on or about the 19th August.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Sailing at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on TUESDAY, the 24th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a daily qualified Surgeon on board.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"GARMARTHENSHIRE," Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in state-rooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE," Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 2nd August, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 31st July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, GAIN ROAD, begs respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onff and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 21st April, 1909.

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Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FACTS ABOUT FEATHERS.

ENORMOUS SUMS PAID FOR HATS.

Appropos the lecture given by Mr. Rothery on the destruction of birds at the last meeting of the National Council of Women according to information received by the last English mail Lord Avebury hopes to get the third reading of his Bill, which prohibits the importation to England of feathers for millinery purposes, carried very soon. The consequence is that there has been a rush by those in the trade to buy all the feathers available at plume auctions, in anticipation of the prices rising in the near future.

LADIES LIKE OSPREYS.
During the latter half of last year 10,742 birds of paradise skins, and 1,411 packages of the nesting plumes of the white heron (representing nearly 115,000 birds), were sold in London, while only a few days ago the produce of over 80,000 birds, including birds of paradise, kingfishers, parrots, albatrosses, pigeons, herons, and humming-birds, and crested starlings—were sold by auction in Mincing Lane. In addition 237 packages of osprey feathers, representing the produce of about 2,700 ospreys, were sold, clearly showing that Royalty cannot always sway the fashions, for although Queen Alexandra has expressed a wish that ladies should not wear ospreys in their hats, little attention apparently has been paid to Her Majesty's desires.

The ospreys mentioned fetched on an average about £6 an ounce, and, as each packet averaged about 20 or over £27,000 worth ospreys were sold. Nearly £2 per skin is paid for birds of paradise, close upon £40,000 worth, therefore, being sold during the latter half of last year.

£50 FOR A HAT.
These figures will give some idea of the enormous slaughter of birds for which millinery is mainly responsible. It is quite a common occurrence for an English society woman to pay £30 or £40 for one of the startling large hats of the day. Six bushy white ospreys ten times above the crown in addition to other trimming, one particular model having a complete hedge of white ospreys, surrounded by a thick bordering of black ones. As much as £50 has been paid for one of the latest hats, an average price being 12 to 15 guineas.

Ostrich feathers still hold their own in the millinery world, although they are not so costly as ospreys, white heron plumes, or birds of paradise skins. A fine plume can be obtained for 5s, and a beautiful lot for half that amount.

WHY OSTRICH FEATHERS ARE CHEAPER.
Prices for ostrich feathers, however, have been largely brought down during the last decade or so by the establishment just outside Nice, in the South of France, of an ostrich farm by a young Englishman, Mr. Edwin Cauton, the first man to rear ostriches with success outside South Africa. The taking of the feathers is quite a simple act. Great care, however, has to be exercised for the ostrich is very strong, and capable of inflicting terrible injuries with his powerful legs. The bird selected to be plucked is enticed into a small wedge-shaped enclosure by a tempting basin of corn or sugar beet. Then, before the bird realises what is to happen, a blinding "stocking" is clapped over his head, and he at once becomes as timid and helpless as a child. One man holds him, while the other removes the feathers. The larger plumes are cut, but the smaller ones are pulled out.

The plucking is done with the greatest care and skill, in order that the socket of the feather shall not be injured, and so spoil a new growth. No pain is caused the bird in extracting the feathers. The Society for the Prevention of Cruelty to Animals recognised this fact many years ago, and deemed the ostrich in no need of its protection.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	118 1/2
Do. demand	118 1/2
Do. 4 months' sight	118 1/2
France—Bank T.T.	238
America—Bank T.T.	42 1/2
Germany—Bank T.T.	77
India T.T.	130 1/2
Do. demand	131
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	73 1/2
Japan—Bank T.T.	34 1/2
Java—Bank T.T.	104
Buying.	
4 months' sight L/C	119 1/2
6 months' sight L/C	119 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight	44 1/2
30 days' sight Sydney & Melbourne	51 1/2
4 months' sight France	238 1/2
6 months' sight	239 1/2
4 months' sight Germany	77 1/2
Bar Silver	23 1/2
Bank of England rate	21 1/2
Sovereign	11 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 21st at 12.05 p.m.—The barometer has risen slightly in E. Japan, and fallen a little over China, the Loochoos and the S. Philippines.

The depression is still shown over the Pacific to the E. of Japan.

Pressure is highest over the N. part of the China Sea and N. Luzon. It is relatively low over Central China.

Light to moderate monsoon may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. winds, light or moderate, fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocka, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

"PAY, PAY, PAY!"

The rent?—I have to pay it.
And, with that peril paid,
The rates?—I grieve to say it—
Must, must be paid at last.
As here I sigh, "Alas! I'm
Has bitter cause to rue!"
The water and the gas man,
Insist on payment, too.
For fuel, food, and raiment,
Plain necessities all,
Come stern demands for payment,
And many a clamorous call.
Then, too, I can, alack! see
Day after weary day,
By train or tram or taxi,
There is a fare to pay.
And every day I'm seeing
With litch for payment cursed
The food and foolish being
Who would assuage my thirst.
I to these harpies state—all
Such payments I condemn,
For me they all are fatal,
If capital for them.
So, patriots, be—oh! be dumb,
Or own the truth to be,
This is no land of freedom,
Till all these things are free.
—*Pall Mall Gazette.*

LYNCHED FOR FLIRTING.

SAVAGE ATTACK ON BEAUTIFUL GIRL BY JEALOUS WOMEN.

Jealousy has rarely expressed itself in so revolting a manner as in a case described by the St. Petersburg correspondent of the Paris *Patrie*, who telegraphs details of a savage and revolting case of lynching which occurred in the village of Volechki, in the government of Volhynia. A young and beautiful woman living in the village had succeeded in incurring the hatred of the other women of the village by her flirtations with the men of the neighbourhood, both married and single, the women's hatred for the girl reaching a climax last month when it became known that on her account one of the young men of the village had broken his promise to marry another girl. On coming out of church on Sunday the women, both old and young, threw themselves upon the first, and, in spite of her cries for mercy, tore all her clothes off. They then dragged her through the village by the hair of her head, beating and stoning her mercilessly. At first the men laughed, but when they saw how savagely the girl was being maltreated they attempted to rescue her. The infuriated women, however, drove them off, and then dragged their unhappy victim, who was by now a mass of wounds, to a large tree just outside the village, where they hanged her to one of the branches, and then lighted a fire of brushwood under her. When the police arrived on the scene they found the victim of the women's fury lying dead under the tree, blackened in a cinder.

Shipping.

Arrivals.

Empire, Br. s.s., 2,343, P. T. Helms, 20th Aug., Sydney 29th July, Brisbane 31st, Port Darwin 10th Aug., Timor 12th, and Manila 17th, Gen.—G. L. & Co.	
Prins Waldemar, Ger. s.s., 1,737, F. Iscke, 20th Aug., Sydney 29th July, and Manila 18th Aug., Gen.—M. & Co.	
Kaifong, Br. s.s., 937, C. Lindberg, 21st Aug., Manila 16th Aug., Sugar and Sapao Wood—B. & S.	
Carl Diederichsen, Ger. s.s., 1,710, J. Kayser, 21st Aug., Pakhoi 17th Aug., and Hoibow 20th, Gen.—J. & Co.	
Chitana, Br. s.s., 1,307, J. H. Brown, 21st Aug., Canton 20th Aug., Gen.—B. & S.	
Szechuen, Br. s.s., 1,218, Sidford, 21st Aug., Newchwang 14th Aug., Coal—B. & S.	
America Maru, Jap. s.s., 3,460, H. Higokuma, 21st Aug., from Moji, Gen.—T. K. K.	
Kiukiang, Br. s.s., 1,212, Robertson, 21st Aug., Weihaiwei 17th Aug., Gen.—B. & S.	
Kwangsai, Br. s.s., 1,218, H. Hards, 21st Aug., Canton 20th Aug., Gen.—B. & S.	
Mongolia, Am. s.s., 875, H. E. Motion, 21st Aug., San Francisco and Manila 19th Aug.—Mails and Gen.—P. M. S. S. Co.	

Clearances at the Harbour Office.

Trocar, for Balik Pappan.	
Narita, for Singapore.	
Tjibodas, for Batavia.	
Cokoyang, for Shanghai.	
Prins Waldemar, for Kobe.	
Kwangsai, for Shanghai.	
Helena, for Swatow.	
Yatsing, for Canton.	
Dafin Maru, for Swatow.	
Robert Landy, for Canton.	
Empire, for Shanghai.	
Haiman, for Swatow.	
Vorwarts, for Hongkong.	
Whitcomb, for Manila.	
Chongking, for Swatow.	
Swatow, for Swatow.	
Chenai, for Shanghai.	
Changsha, for Manila.	

Departures.

Aug. 21.	
Calcutta, for Europe.	
Kaduna, for Swatow.	
Indra, for Singapore.	
Luchow, for Obelisk.	
Choyang, for Bangkok.	
Tjibodas, for Macassar.	
Kwangsai, for Shanghai.	
Chongking, for Tientsin.	
Trocar, for Balik Pappan.	
Loklan, for Manila.	
Helena, for Swatow.	
Vorwarts, for Hongkong.	
Changsha, for Australian Ports.	

Passengers arrived.

Per America Maru, from Moji—Mr. N. Schota, and 111 Chinese.	
Per Kaifong, from Hoilo—Messrs. J. J. White, Capt. E. Thord-Gray, 6 Chinese, and 66 Filipinos.	
Per Empire, from Australian Ports for Hongkong—Messrs. D. Brandas, J. Canha, Father Jasus, Messrs. R. Mitchell, H. P. Wilson, 8 Hauls, Mr. and Mrs. D. Pianos, 14 Portuguese, 2 Americans, 73 Chinese, and 1 Japanese. For Shanghai—Mrs. W. Clarke and infant, and Mrs. O. Sierce. For Kobe—Mrs. Longworth, and Mr. J. Oniel.	
Per Prinz Waldemar, for Hongkong from Sydney—Mr. and Mrs. Alex. Krantz, from	

Simpsonhafen—Mr. Bertram. From Fr. Wilhelmshafen—Pastor Kriele, and Rev. G. Glis. From New Guinea—27 Chinese. From Yap—Misses L. and D. O'Keefe, Messrs. Mackey and Isoda. From Manila—Mr. and Mrs. A. Determann and R. Keelipner.

Passengers departed.
Per Kanagawa Maru, for Japan—Messrs. F. W. Ball, Aoyagi, Capt. Lon, Davy, Messrs. W. J. E. Bell, J. C. Fender, Konagel, Misses Sekai, Toyo, Shimada, Messrs. Au Pok U. Kan Ko, Nishimura, Ishimaru, Painter, F. Bloomfield, Mrs. Wong, and Mr. Chan Chung Mao.

Shipping Reports.
Str. Kiukiang, from Weihaiwei:—Fine weather on the whole, strong northerly currents.
Str. Kaifong, from Hoilo:—From Luzon Coast to 20th Parallel. Moderate S.W. wind and slight W.S.W. swell. Rainy weather. From 20th Parallel to Hongkong: Light S.W. wind and slight swell, fine and clear weather.

Str. Empire, Sydney, &c.:—Light breeze and fine clear weather prevailed throughout. Manila was left at 4 p.m. on August 18th. Sea weather was experienced across the China sea, and after a smart run of 48 hours the Empire reached Hongkong at 4.30 p.m. this evening (Aug. 20th).

VESSELS IN PORT.

Steamers.	
Alexander, Am. transport, 6,000, E. W. Hendricks, 18th Aug.—Manila 15th Aug. Coal.	
U. S. Navy.	
Ashtabula, Br. s.s., 2,400, Harding, 16th Aug.—San Francisco 2nd June, and Shanghai 18th Aug. Gen.—S. O. Co.	
Aymeric, Br. s.s., 2,279, J. A. Boyd, 18th Aug.—Puguet Sound via Japan and Manila 10th Aug., Gen.—D. & Co. Ltd.	
Bourbon, Fr. s.s., 950, Le Bail, 19th Aug.—Saigon 15th Aug. Rice—Van Fat.	
Chiosling, Ger. s.s., 1,020, J. Bruhn, 19th Aug.—Bangkok 7th Aug. Rice—B. & S.	
Dajia Maru, Jap. s.s., 899, Y. Kaburaki, 18th Aug.—Swatow 17th Aug. Campor and Sulphur, &c.—S. K.	
Dos Hermanos, Am. s.s., 540, M. Morales, 6th Aug.—Manila 3rd Aug. Ballast—Jorge & Co.	
Doit, Nor. s.s., 630, Aronsen, 19th Aug.—Samarang 6th Aug. Sugar and Molasses—Aagaard, Thoresen & Co.	
Foochow, Br. s.s., 1,228, Vincent, 2nd Aug.—Cebu and Hoilo 30th July, Gen.—B. & S.	
Fooksang, Br. s.s., 1,097, F. A. Mitchell, 20th Aug.—Singapore 14th Aug. Gen.—J. M. & Co.	
Haiman, Br. s.s., 636, J. W. Evans, 20th Aug.—Swatow 19th Aug. Gen.—D. L. & Co.	
Haubaa, Am. s.s., 1,104, D. F. Avano, 9th Aug.—from Hoilo, Sugar—Captain.	
Hilary, Ger. s.s., 1,276, R. Haje, 16th Aug.—Samarang and Pulo Laut 7th Aug. Sugar, &c.—W. & Co.	
Hyson, Br. s.s., 424, J. A. Davies, 19th Aug.—Liverpool via Ports 10th July, Gen.—B. & S.	
Kield, Nor. s.s., 910, T. Heller, 20th Aug.—Canton 19th Aug. Ballast—Aagaard, Thoresen & Co.	
Kweiyang, Br. s.s., 1,044, M. Dawson, 19th Aug.—Newchwang 12th Aug. Coal—B. & S.	
Paoiling, Br. s.s., 1,017, D. M. Scott, 14th Aug.—Canton 13th Aug. Gen.—B. & S.	
Peitchaburi, Ger. s.s., 1,373, Gotschewitz, 19th Aug.—Bangkok 9th Aug. Timber, Rice and Meal—B. & S.	
Rajah, Ger. s.s., 2,100, H. C. Reher, 16th Aug.—Bangkok 7th Aug. Gen.—B. & S.	
Robi, Br. s.s., 1,610, K. W. Almond, 16th Aug.—Manila 13th Aug. Gen.—S. T. & Co.	
Samsen, Ger. s.s., 998, R. Petersen, 16th Aug.—Bangkok 7th Aug. and Swatow 15th. Rice and Teakwood—B. & S.	
Seattle Maru, Jap. s.s., 6,182, I. Saitow, 16th Aug.—Moji 11th Aug. Gen.—S. K.	
Simongan, Dut. s.s., 1,203, H. Vos, 19th Aug.—Pulo Laut 10th Aug. Sugar—Yuen Fat Hong.	
Sorogon, Am. s.s., 812, J. Mogarte, 3rd Aug.—Hoilo 29th July, Sugar—Jorge & Co.	
Sosha Maru, Jap. s.s., 1,119, T. Sugii, 20th Aug.—Swatow 19th Aug. Gen.—O. S. K.	
Taming, Br. s.s., 1,359, Pennellathor, 20th Aug.—Manila 17th Aug. Gen.—B. & S.	
Telemachus, Br. s.s., 1,400, G. Edwards, 8th Aug.—Manila 5th Aug. Ballast—Wo Fat Sing.	
Yatsing, Br. s.s., 1,500, Houghton, 19th Aug.—Chingwantao 13th Aug. Coal—J. M. & Co.	

Sailing Vessels.

Raimun, Br. s.s., 616, J. W. Evans, 20th Aug.— Swatow 19th Aug., Gen.—D. L. & Co.	
Hauban, Am. s.s., 1,101, D. F. Avano, 9th Aug.—from Iloilo, Sugar—Captain.	
H-lry, Ger. s.s., 1,276, K. Hatje, 16th Aug.— Samarang and Palo Laut 7th Aug., Sugar— —W. & Co.	
Hyson, Br. s.s., 4,332, J. A. Davies, 19th Aug.— Liverpool via Ports 20th July, Gen.—B. & S.	
Kjeld, Nor. s.s., 910, T. Helleir, 20th Aug.— Canton 19th Aug., Ballast.—Aagaard, Thoresen & Co.	
Kweiyang, Br. s.s., 1,404, M. Dawson, 19th Aug.—Newchwang 12th Aug., Coal.—B. & S.	
Paotung, Br. s.s., 1,017, D. M. Scott, 14th Aug.— Canton 13th Aug., Gen.—B. & S.	
Peitchaburi, Ger. s.s., 1,373, Gosiewitch; 19th Aug.—Bangkok 9th Aug., Timber, Rice and Meal.—B. & S.	
Rajah, Ger. s.s., 1,100, H. C. Reher, 16th Aug.—	

Ships Passed the Canal.

16th July—Oldenburg, Salsuma, 20th July—Anders Rickmers, Luvinsky, Danewitz, Antenor, Dulow, Canton, Sydney, Glanstraf, Poona, 23rd July—Meinam, Australian, Hysom, Dardanus, Palma, Calhau, Kanagawa Maru, 27th July—Sado Maru, Indran, Sengambila, P. R. Luffbold, Schuykhill, 30th July—Hirano Maru, Namer, Mochon, Miyasaki Maru, Socotra, Nile, Tourane, 3rd Aug.—Astryan, Austria, Bellerophon, Benveniste, Denighshire, Menelaus, Atholl, Glamorganshire, 6th Aug.—Derfflinger, Conslodon, Polynastan, Habata Maru, Tyden, 10th Aug.—York, Glenary, Bango Maru, Scandia, Nicomedia, Takkan, 15th Aug.—Ceylon, Armand, Bahr, Kintak, Monson, Yunnan, 17th Aug.—Bendana, Prinz Eitel Friedrich, Decalcan, Sinta.	
Arrivals at Home—16th July—Glenaglen, 19th July—Small, 20th July—Lutera, Silina, (Ger.) China, (Aus.) Moyana, Ophac, Wakasa Maru, 33rd July—Thames, Briga-via, 26th July—Palmaris, 27th July—Sydney, Indramayo, Oldenburg, 30th July—Antenor, 3rd Aug.—Dardanus, Prinz Regent Luit-pold, Sado Maru, Canton, Suevia, Poona, 6th Aug.—Hirano Maru, Tourane, Glenachy, 10th Aug.—Invincible, Bellerophon, Sengambila, Sado Maru, Shimosa, 15th Aug.—Ceylon, 14th Aug.—Namer, 17th Aug.—Antenor, York, Bango Maru.	

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Mails from Europe via Siberia:—
Date of Despatch from London...
Date due in Hongkong...
July 31st... Aug. 25th...
Vessel...
Tenny Maru

A Mail will close for:—
Swatow—Per Haiman, 22nd Aug., 9 A.M.
Swatow, Singapore and Bangkok—Per Sam-lan, 22nd Aug., 9 A.M.

Swatow, Amoy and Tamsui—Per Daijin Maru, 22nd Aug., 9 A.M.
Manila—Per Rabi, 23rd Aug., 4 P.M.
Shanghai, Nagasaki, Kobe and Yokohama—Per Philhelia, 23rd Aug., 4 P.M.
Tientsin—Per Hilar, 23rd Aug., 5 P.M.
Swatow, Amoy and Shanghai—Per Paoting, 23rd Aug., 5 P.M.
Bangkok—Per Chaiting, 24th Aug., 11 A.M.
Shanghai, Yokohama, Kobe and Moji—Per Fookrang, 24th Aug., 11 A.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Lancaster, New Zealand, Melbourne, Adelaide, Dundee, Perth and Fremantle—Per Aldenham, 24th Aug., 11 A.M.
Manila—Per Taming, 24th Aug., 2 P.M.
Cebu and Hoilo—Per Kaifong, 24th Aug., 3 P.M.

Europe, &c., India, via Taitcorin—Per Goeben, 25th Aug., 11 A.M.
Fookchow—Per Yaiting, 25th Aug., 2 P.M.
Manila—Per Carmarthenkire, 25th Aug., 3 P.M.

TO-MORROW.

St. John's Cathedral.
22nd August: 11th Sunday after Trinity.
Holy Communion 7.30 a.m.
Matins 11 a.m. Responses: Ferial. Venite: Dyce, Psalms: Croich, Te Deum: Woodward, Smart, Turle, Benedictus: Langdon, Hymns: 24, 163 and 243, Preacher: Rev. A. Dallas Egan, M.A., C.F.
Evening 5.45 p.m., Responses: Ferial. Psalms: of the 22nd evening. Magnificat: Naac Dimittis: Wesley in F., Anthem: "To God on high"—Mendelssohn, Hymns: 419 and 28, Sevenfold Amen.
N.B.—Psalms 107, Verses 1, 2, 5, 12 in union.
"109" 1, 2, 13, 14, 21, 25, 29 in union.

Wesleyan Methodist Church, WANCHAI.
Sunday Services to 10 a.m. Preacher:—Rev. R. Ellison, 6.15 p.m., Rev. E. Dewstone.
Sailors and Soldiers' Home, Arsenal Street.
Sunday 3 p.m. P. S. A. Mr. and Mrs. Lever 8 p.m. Gospel Meeting.
Monday 8 p.m. Fellowship Meeting.
Wednesday 8 p.m. Temperance Meeting.
Musical Programmes arranged by Miss Baker. Saturday 8 p.m. Prayer Meeting.

St. Andrew's Church, Kowloon.
11th Sunday after Trinity 22nd August.
Morning Service at 11 a.m. by the Rev. W. E. Hipwell. No Evening Service.
Services on Sundays during August and September:—
Holy Communion on 1st Sunday of the month at 10.30, on 3rd Sunday at 8 a.m.
Morning Prayer at 11 a.m.

St. Peter's Church.
Queen's Road-West.
22nd August, 11th Sunday after Trinity.
Matins 11 a.m., Venite: Dyce, Psalms: Croich, Poland, Taylor, Kimball, Te Deum: Barry, Benedictus, Hymns: 1, 289, 221 and 290, Kyrie: Naton.

Holy Communion 12.15 p.m.
Evening 6.30 p.m., Psalms: Russell, Smart, Goodenough, Deus: Goss, Hymns: 593, 119 and 16.
"Organ Recital," 1. Offertorium (Salmo). 2. Largo, Beethoven Bass Solo "The King of Love, Shepherd is" (Gounod) Mr. W. S. Hone. 4. Festive March (Smart).
The Church launch *Dysprig* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., returning afterwards. All the sittings are free and unappropiated. Visitors are welcome. Hooks, etc., provided.
Sunday School 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.—Benediction, 5.30 p.m.

Corman Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church Wanchai—Mass (Chin), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 10 a.m.

St. Anthony's Chapel West Point:—Mass, 10 a.m.

The Rosary Church Kowloon—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church:—Services, 11 a.m. and 6 p.m.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
Perla	at Kowloon Dock.
Dos Hermanos	" "
Sorogon	" "
Mauban	" "
Kijid	Cosmopolitan

TAIKOO DOCKS.	
Foochow	at Quarry Bay Docks.
Ashtabula	" "
Chaiting	" "

HONGKONG TIDE TABLE.

From August 21st to 27th, 1906.

HIGH WATER.		LOW WATER.	
Day.	Time.	Day.	Time.
21	10 13	21	4 34
22	10 30	22	4 53
23	10 48	23	5 12
24	11 05	24	5 31
25	11 22	25	5 50
26	11 39	26	6 09
27	11 56	27	6 28

h denotes morning, m denotes afternoon.

CHINA COAST METEOROLOGICAL REGISTER.

August 20th, 1906, a.m.

Bar.	Th.	W.	W.
Vladivostok	29.80	66	99 WNW
Nemuro	29.75	—	—
Hakodate	29.69	—	—
Tokio	29.71	—	—
Kobe	29.76	—	—</

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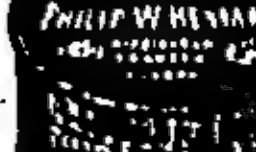
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Hongkong, 8 Junho de 1900. [16] Hongkong, 10th March, 1901. [17]

Dr. H. H. CHAUN. TWIN TID G.

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